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Number 18

OFFICIAL DIRECTORY

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RAILWAYS.

DOM FEDRO II.—Through Express: Ufreeard, leaves Rio as 5a. m.; arriving at Barra (junction) at 743 a.m., kinter Rios (tentral line) écut a m., harbacen 345 p. m., Porto Novo (branch) 1143 a.m., Sio Paulo (Frs. S. P. & Rio R.R.) 6 p.m., Drunostos d'. leaves São Paulo 6 a m., Barbacena 35; 3 a.m., Porto Novo (1973) p.m.; arriving at Barra (12) and Rio 7; 12 p.m. Connects with Valencians line at Desengano; Rio das Fores line at Connectio, Unida Mineria line at Serrario Coste de Minas (S.) John d'El Rey) line at Sior, Leopoldina line at 10 desengano; Rio Leopoldina line at 10 desengano; Ri

84c, 10, and 11,55 a.m., 3 and 2100, 3 con sur-yleto p.m. CANTA CALLO R. R.—Leaves Nitheroby (Santa Anna) 7,30 a.m., arriving at Nove Fiburgo 1105 Cordeiro (1 hour per tramway from Cantagallo) 415 and Macaco 545 p.m. Return train leaves Macuco 5430, Cordeiro 7,50 and Nova Fiburgo 1110 a.m., arriving at Nitheroby 4135 p.m. A ferry boat runs between 180 and Sant'Anna, conuccing with trains. PETROPOLIS STEAMERS and R.R.—Steamers leave Trajcibe Mand at r.p. m. week days and r.r. a.m. Sundays and bildays, passengers arriving at Petropolis at 53 p.m., week days, and 3 p.m. Sundays. Returning, diligence leaves Petropolis at 6 a.m., the boat aniving at Rio at 9,30 a.m.

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THE RIO NEWS

PUBLISHED TRIMONTHLY

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A. J. LAMOUREUX, Editor and Proprietor.

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Rio de Janeiro, June 24th, 1882.

WE give in another column some important statisties upon the number of farms existing in different states of the United States, and in general upon the size of the greater number of them. Though not as complete as could be desired, these statistics are highly valuable in proving the great utility of small estates worked by their own proprietors. It is unquestionably true that one great factor in the agricultural development of the United States is small farming, the division and cultivation of land in small estates and by the proprietors themselves. In no other kind of landed proprietorship could the same results have been obtained. In view of these facts, what other proofs are needed to induce the Brazilian parliament to adopt some such policy as will secure these same results for Brazil? The grande lavoura here is doing nothing to help itself, and still less to help the government. Immense tracts of fertile land-in fact the great part of all the fertile lands in the settled parts of the country-are held in large estates, and are for a great part uneultivated. All these properties depend wholly upon servile labor, which is rapidly dying out. If now some steps were taken to break up these estates, and to place them at the disposal of small planters, the results could not be otherwise than highly beneficial. The present proprietors would lose nothing except importance, because a great part of estates lies uneultivated; but the small proprietors would gain immeasurably because lands now unattainable would be placed within their reach, and they would have the stimulus of proprietorship and personal responsibility to urge them on in the work of improvement and production. The question is certainly one of the highest importance, and these valuable statistics of the American census should not be overlooked in deciding what policy to pursue.

WITH reference to the continuance of the American steamship line under contract with this government, we are informed by the company's representatives in this city that satisfactory assurances have been received that every effort is being made toward the construction of the new steamers for the service, and that the company is striving to meet its engagements at the earliest moment possible. These assurances, it is of importance to say, are of such a character that the agents here have not hesitated to solicit signatures among merchants engaged in the American trade to a memorial petitioning the minister to grant a further extension of time for the construction of new steamers. It is stated that the repeated delays in

difficulties, but that the steamers will certainly be completed at an early date. In view of these assurances the merchants interested in this trade are signing the memorial, which will be presented to the minister at an early day for consideration. In common with the great number of people interested in the continnance of this line, we have felt both disappointed and dissatisfied with the many delays which have occurred, and even yet we can not understand why better precautions were not taken to insure the early completion of these steamers. From statements which we have heard, it would seem that changes in the organization of the company first occasioned delay, then the uncertainties connected with the payment of back subsidies by the government together with their continuance, and then the mistaken ealculations of Messrs John Roach & Son, who were to construct the new steamers, in relying upon the use of other new steamers, of equal tonnage and accommodations, for such a time as would enable them to construct the steamers for this service more at their leisure. The miscarriage of these plans and the difficulties occasioned by strikes have caused these various delays, and have placed the enterprise in the unsatisfactory position which it now occupies. These causes which we have here given, it should be understood, are largely hypothetical because they are based mainly upon reports, but we have reasons for believing that they are in the main In view of these circumstances correct. and of the importance of continuing this regular service between Rio de Janeiro and New York, the merchants here are readily signing the memorial for an extension of We are little inclined to make 2xtime. cuses for this or any other enterprise where there has been a failure to meet contracted engagements, but in this case there are abundant reasons for believing that the company is using every elfort to fulfill its contract, and that it will very shortly be in a position to carry on a regular and efficient service. The present state of steamship communication with the United States is so highly unsatisfactory, that no merchant interested in that trade will desire to lose any enterprise which promises an improvement.

WE see by the Diario do Brazil of the 20th instant that the time for receiving the 20\$ and 100\$ notes of the "4" estampa" expires on the "31st inst." Aside from the odd calendar employed by our colleague, we beg to ask for more information about these notes. Some time since it was generally advertised that the 20\$ notes of the "6a estampa" and the 1005 and 5005 notes of the "4" estampa" would be redeemed up to the 30th instant. Subsquently, however, it was announced that the time for receiving the 20\$ "6" estampa" and 100\$ "La estamba" notes would be extended to the 31st December. But now comes the Diario with the statement that the time for receiving the 20\$ and 100\$ notes of the 4" estampa" will expire with the present menth! Now, how is it? and which is it? Are the 20\$ notes called in of the "6a" or the "4" estampa", or both? And are the 100\$ notes of the "4" estampa" to be redeemed up to the 30th instant, or up to the 31st December? In short, we want to know just what notes are called in, and just when time for their redemption expires. A little more uncertainty of the character which has been experienced for the last month, and no one will know anything at all about the business, and will be compelled to receive a treasury note as he would a lottery ticket Even now there is something of the lottery in the handling of these notes. Some months since, a well-known merchant of this city received a sum of money from at the same time to save the revenue derived demonstrate the high value of the Edison

construction have occurred through labor an inland customer. In paying an account some days after, a 200\$ note which he had received from this customer was returned to him as valueless on the ground that it was an old called-in note whose value had been entirely absorbed by the monthly discounts imposed by the government. As the merchant had no recollection of this circumstance he called at the Caixa da Amortização to verify the statement. After listening to his story, an employee of the department asked to look at the note, and upon receiving it withdrew to another part of the room. In a few moments he returned and tossed the note to the merchant with the words "sem valor" stamped all over it. Aside from the grossly ill-mannered way in which the thing was done, the brazen dishonesty of the act was a revelation, even to this merchant who had resided here for many years. In one moment, and by the hand of a coarse-mannered public emplayee, 200\$ of a respectable merchant's property was swept out of existence in one moment-and that to by the open repudiation by the government of one of its promises to pay. If the government is determined to carry on this policy of repudiation, the least it can do is to keep the public fully informed on the subject and to eliminate the present risks of handling treasury notes. As to the notes now called in, it is highly essential that a full and unequivocal statement be published without delay, and that its publication be continued long enough to solve all the contradictory statements now alloat.

> They mysterious additional export tax of 10 per cent, on coffee which was disawned the last provincial assembly of São Paulo by on the ground that it was not adopted in the previous session and was therefore included in the provincial budget without legislative authorization, has again conne to the front to the great embarrassment of that province. The budget went into effect before the meeting of the last provincial legislature, and a considerable amount was collected under this additional tax. So general was the dennnciations of it throughout the whole province, however, that when the last legislature was convened a bill was at once introduced and passed abolishing the tax. More than this, the legislature indignantly disowned the tax, and asserted that no such clause had ever been adopted. Very naturally, this denunciation of the tax as illegal and mauthorized gave the coffee exporters a claim upon the provincial treasury for restitution of the moneys paid under such a law, and they have acted accordingly. On the 10th instant six claims of this character, amounting to a total of 26,117\$339, were presented to the president of the province, and were referred to the treasury for information. Had the members of the legislature honestly admitted the legality of the law, as they should have done, and then abolished it in obedience to the demands of their constituents, then all such claims would have been inadmissible. But in pursuing the course adopted, and in trying to shift the responsibility of their act, they simply left the way open for just claims of restitution, and we are glad to see that the claims have been promptly presented. was clear at the time that the provincial assembly was trying a little legislative sharp practice. 'There was a general movement in favor of a reduction in the provincial export tax on coffee, and it was evident that the government must make some concessions on this point. The need of revenue, however, was equally imperative; and as it is easier to impose taxes than to effect economies, the legislature did not feel like taking off anything from so lucrative a product as

from coffee, the legislature adopted the expedient of eutting down the export tax from 41/2 to 4 per cent, and then to insert a modest-looking little clause imposing an We showed at the time that additional tax. this was equivalent to a restoration of the tax under another name and form, but the trick received no popular attention until planters and exporters began to feel the ECC. The legislators then indignantly disowned the trick and abolished the tax, In either case, whether it was a trick, or an unauthorized insertion of the clause, the planters and exporters should not be compelled to suffer any loss from it whatever. If the tax was not levied by the legislature, then the treasury has no legal right to the money and it should be returned to its rightful owners. In strict justice, it should be returned without a moment's delay and with interest, for the government which seeks to insure the administration of justice among its people should be the first to render full justice when it itself is the oppressor.

THE success which is attending the use of the electric light in various countries leads once more to the pertinent inquiry: When is Brazil to open her doors to this beneficent invention? We recognize the desirability of placing the introduction of all discoveries and inventions upon some common base and of adopting some general law regulating the privileges to which they are entitled. But at the same time we can not understand the policy of discontinuing a practice followed for years just at the time when this most important invention asks admission, Desirable as a new law certainly is, there is little or no probability of its adoption for a long time, and in the meantine it is proposed to deny privileges to this invention and to deny its use to the people onless the inventor chooses to forfeit his rights of exclusive property in it. If we assume that the restriction is right, then it is most unfortunate both for the inventor and for the people that it is enforced just at this time and in connection with this improvement. Already one city has decided upon the employment of electricity for illuminating purposes, and is seeking to realize that purpose at the earliest day possible. But what is it to do? The government refuses to grant a privilege until some new law is passed, possibly years in the future and certainly with conditions which will practically be prohibitory to all inventions of this character; and the inventor can not sell until such privilege is granted without forfeiting al rights to it, as was the case with the Jablochkolf light. If the legislature persists in its intention to grant no privileges to the electric light systems, then there are only three alternatives: the surrender of all rights to a privilege by the inventor, the grant of right of sale in this case without the penalty of such forfeiture, or the defeat of a legitimate contract made by the city of Campos for the acquirement of this recognized public improvement. The first alternative is practically out of the question unless the inventor or his representatives are deceived as to the consequences of such a sale, The second is both possible and practicable, but it serves to make the injustice of withholding the privilege all the more apparent. And the third would be so grossly unjust that it ought not to be possible for one moment. The experiment of lighting various districts in London and New York, and of lighting various other small cities, has proved the ntility of electricity for purposes of public illumination. The extract which we give in another column, coupled with the many similar cases in coffee. To meet the popular demand, and factories and workshops in the United States,

light for interior illumination. The inven- their arguments entirely on the dogmatic tion is now outside the realm of experiment; it is a proved success, a recognized improvement of incalculable value in the daily life of the world. And yet, the people of Brazil are asked to wait until their legislators can frame a new law before they can take advantage of it! No government nor interest has any right to stand in the way of progress, nor to deny to a people the healits growing out of any discovery or invention, whatever it take he. That, however, is just the position occupied by the present national one most popular at present, it is well to legislature of this country.

THE HARBOR OF RIO GRANDE DO SUL

RAILWAYS VERSUS WATER TANSPORT.

The increasing difficulties attending the entrance to the port of Rio Grande do Sol are giving rise to very be portar t discussions as to the possibility of meeting the commercial requirements of the district by substituting railway communication between the interior of the province and some port to the mostly of the present harbor. projects have been presented by the advocates of no way: --one is a line from the neighborhood of Torres, at present an open road-tend at the extreme northern point of the province, the line to be carried to the capital of Porto Alegre; the second scheme is for a radway from some point on the pain land at or near the present harbor of Santa Cathorina.

Before discussing the proposed schemes, it may be as well to point out the precise nature of the objects sought to be obtained. The present port of Rio Grande do Sul is the only channel of constantication between the whole of the south and south-eastern portion of the province and the Atlantic Through this channel the whole of the export and import trade of the district is carried out and wrom its improvement and maintainance must depend the possible existence of the towns of Rio Grande, Pelotas, and others in the interior of the country, and most certainly upon it must depend the continued industrial progress of this important part of the empire. Within the last fifty years a new and prolitable industry has been established in and around the now wealthy and flourishing town of Pebstas, namely the slaughtering of cattle and the preparation of the products in the shape of varque, or jerked beef, dried and salted hides, tallow and grease, bones (whole or calcined), homs, hoofs and other minor matters. Besides these the progress of agriculture due to increased immigration and colonization has furnished other articles of export, among which may be mentioned farinha, beans, maize, onions, potatoes, laid, and some small quantities of tobacco and sugar. These latter exports are sent chiefly from the interior of the country to the north of Porto Alegre, heing conveyed to the latter port in small sailing vessels or steamers plying on the great system of rivers which flows into the inland harbor of Porto. Alegre, from whence this produce is either shipped to the northern ports of the empire, or by foreign vessels to Europe and the United States. The mere mentiof the various articles of export shows that they are of the class specially adapted for transport by water, and in order to become prolitable articles of commerce the cost of such transport must be as low as possible to enable them to compete with similar articles derived from other sources,

Now it is obvious that in discussing any question relative to a substitution of railway transit for water transport, the first and all-important element to be considered is the cost of such conveyance. The advocates from the present port of Rio Grande base namely, concrete masonry. He never has

assertion that any improvement of the harbor is quactically impossible, and they therefore do not besitate to claim for their scheme the position of being the only possible solution of the present difficulty. admit their project would be costly. they contend its costliness is not any drawback because the certainty of its success removes all objections to it on the ground

Taking the Santa Catharina scheme as the ask at the putset what evidence there is to show that its construction, even if practicable at a reasonable outlay, would famish any adequate substitute for the present water traffic even from Porto Alegre, to say nothing of the more southern ports of Pelutas and Rio Grande. No tailway, however cheaply made or worked, can convey agricultural produce between Porto Alegre and the proposed northern ports except at a charge for carriage that would so increase the prime cost of the articles as to practically render them unsaleable in any ordinary market. But supposing the government, for military or strategical reasons, were disposed to bear a very considerable position of the working expenses of such a line and thus enable a company to carry passengers and produce at low rates of freight, line could never successfully compete with water traffic. That such is the result where railways have attempted to supersale river or lake transport has been proven and over again in the history of railways in India. The great trunk lines of that country, although carrying third class passengers and native produce at ridiculously low prices, have never been able to compete with the native boat traffic on the rivers Ganges, Jamina, Indias of Bramahpoutra. The latter river competes soccessfully with the Eastern Bengal railway in bringing jute and other native produce into Calcutta at a cost of nearly 40% per ton less than the railway, although the latter is perhaps one of the most economically worked foreign lines in the world,

If such formidable objections can be substantiated against even a line from Porto Alegre to the north, how infinitely stronger such objections become when applied to the case of the more southern centres of commerce, as Pelotas, Bagê or Rio Grande. To the latter such a railway would be absolutely useless, hecause the circuitous route by which it must of necessity reached, and the constant handling of the produce in being transferred from one mode of conveyance to another would so deteriorate it as to partially, if not entirely, des-Besides, the cost of trans trov its value. port would be so enumous as to completely but up the trade, for it would be absolutely impossible for the aurquadores of Pelotas, or the province of Rio Grande, to compete with those of the River Plate or its tributaties, seeing that the former would have to bear the enormous extra cost in their produce which such a system of transport would involve.

But the important question may be raised whether an imperfect system of remote railway transport is the only possible solution of the existing difficulties at the harbor of Rio Grande. The advocates of these railway projects base all their assumptions on the opinions expressed by Sir John Hawkshaw in his report of 1875. Now, without detract ing from the acknowledged tilent of the above entirent engineer, it is quite possible that those who quote his report in advocating their own projects have attached too great an importance to hastily-formed opinions Sir John Hawkshaw is well known as the special advocate of a certain system of harbor of railways in substitution for water transport construction of a very costly character:

been engaged upon any but works of great haust the number that may be presented. magnitude, involving the expenditure of vast sums of money. In his visit to Rio Grande he only made a very cursory examination of the port, occapying only a few weeks, and his instructions from the government gave a bias to the report he then made On some points he was obviously very imperfectly informed, especially on that of the total salunergence of vessels wrecked on or near the bar, 'That such submergence is only partial is very evident, as wrecks which were visible many months ago remain in the same position now, But admitting Sir John Hawkshaw to be perfectly correct in the view he took that to attempt to construct breakwaters of concrete blocks on such a site would prove costly, and to some extent uncertain as to the result, still the expression of such an opinion is no proothat structures composed of other materials might not be made available although they might not present the same features of durability as those he recommended. Therefore the opponents of all improvements to the bar of Rio Grande are not justified in denouncing all schemes as impracticable hecause Sir John Hawkshaw could not guarantee the success of the one be specially advised. Within the last twenty years, harbors in other parts of the world, some of them presenting all the essential difficulties of Riu Grande, have been improved, and such improvements have been effected by adopting forms of breakwaters which it is confidently believed con!d be used with facility at the latter port.

To any impartial mind it must seem in credible that a port like Rio Grande, which is the sole outlet for the commerce of a rich and important province, is to be abandoned as incapable of improvement on the dictum of any engineer, however high his attainments may be, and that no effort is to be made to save from partial, if not entire ruin the hard-earned property of an industrions and progressive community, simply because an opinion has been expressed that personal suggestions and special plans may not aller all he so successful as their author might wish them to be. Such assumptions are not in accordance with the facts of scientilic engineering, as proved by almost daily occurrences. Works doggedly opposed by some of the highest authorities in the old school of hydr ulic engineering, have been persisted in and carried out by men of comparatively no reputation, and have resulted in incalculable benefits to the localities where they have been adopted, as harbor works in various parts of the world abundantly verify

It seems absurd to suppose that there are ports (and Ric Grande do Sul one of them) where no engineering skill can possibly be made available for their improvement, and that therefore such a port should be abandoned in favor of schemes which, il even they are successful as engineering works, can never by any possibility become efficient remedies for the difficulties which now exist. A port at or near Santa Catharina and a railway to Porto Alegre are at this moment simply ideas without any definite form. No reliable study or survey has yet been made, nor even a route fixed upon. Therefore any discussion of the engineering details of such a scheme would be prematin and without value, for it may possibly be found that there are obstacles to the perfect realization of the scheme quite as formidable as those which its promoters so pertinaciously attach to any attempts to improve the liartior of Rio Grande. But whatever may be the possibilities or impossibilities of such projects from an engineering point of view, their comparative worthlessness as commercial substitutes for water transport in the raised in these remarks by no means ex-

The absolute ruin of the railway now being constructed between the port of Rio Grande and the town of Bogé must be the inevitable result of the closing of the port to vessels of even ordinary draught. The costly new custom house at Rio Grande would prove an useless incumbrance. In a word, if the promoters of these railway projects can succeed in frustrating all attempts to unprove the harbor of Rio Grande, they will certainly succeed in destroying one of the most progressive provinces of the empire.

HENRY GORE, C. E.

Rio de Janeiro, June 19th, 1882.

THE long-pending case of the Catta Branca slaves vs. the S. João d'El-Rei Mining Co., of Morro Velho, Minas Geraes, was finally decided on appeal in the Tribunal da Relação of this city on the 22nd inst. The slaves of the old Catta Branca company which were declared free by a judicial decision in the province of Minas, with a recognition of their right to collect wages during the time of illegal enslavement, brought action agains the company for such wages, due since 1860. The case was decided against the company, but was carried up on appeal. The Relação now approves the decision of the lower court and grants judgment against the company for such wages, together with such extra wages as the slaves may recover by legal action for extraordinary time. The court reaffirms the right of these slaves, 165 in number, to their treedom by virtue of the contract between the Catta Branca and Morro Velho companies, and not by the letters of freedom subsequently granted by the company. The slaves are therefore granted full liberty, they having been held under a judicial guardian during the progress of these suits. This decision can not fail to give great satisfaction to those who have recognized this flagrant injustice toward these exceptionally unfortunate blacks. Legally free in 1860 by the terms of a contract between their owners, the National Brazilian Association, and the Morro Velho company, they were still retained in slavery up to 1880. Their wages during this period of twenty years, we are informed, will amount to about seventy thousand pounds sterling-a goodly sum to pay for the sharp management of two unprincipled men. And now that this one case has been finally settled, we beg to inform the Brazilian authorities that there are yet other cases worthy of their attention---and cases in which the honor of Englishmen are as deeply concerned. There are yet a large number of slaves in the province of Minas Geraes belonging to the extinct 'National Brazilian Land and Mining Association," commonly known as the "Cocaes company," which are illegally held because the English law forbids slaveholding to British subjects. These slaves, however, are hired out, and their wages are regularly received and administered by the British Court of Chancery. It is altogether likely that a brief note to the British government on this matter will secure the liberation of these unfortunate captives.

A PSEUDO "DEAD LION."

Our contemporary with his accustomed felicity of expression has to-day appealed for "mercy." For slanderers, and defamers, and masquerading "lions," there is no such thing as "mercy." Oblivion would be gladly granted to the Times, even for the sake of sparing the Englsh language and the moral district referred to must be apparent to cvery impartial observer. The objections but the slander must be buried with the slanderer.

PROVINCIAL NOTES

-The May receipts of the Bahia custom house amounted to 734,438\$506.

-The receipts and expenditures of the city of Santos for the fiscal year are estimated at 155, 165\$.

—The fines imposed upon the Pari gas company amounted to 1,025\$500 during the month of April. —The May receipts of the Macció custom house,

province of Alagoas, amounted to 131,484\$933.

—The Amazonas provincial assembly has adopted a bill granting a subsidy of 8,000\$ to the Brazil.

ed a hill granting a subsidy of 8, coce to the bright ian packet line in case its route is extended to Manaös.

—The Bahia provincial budget cummission estim-

The Bahia provincial budget commission estimates the receipts of that province for the coming year at 3,311,972\$, and the expenditures at 3,307,421\$682.

—The provincial assembly of Amazonas has adopted a resolution protesting against the views set forth by Commendator Manuel Pimenta Breno in his pampillet on the rubber industry.

The provincial assembly of Aurazonas has authorized the president of that province to make a contract with some dramatic company for the capital, Manaôs, and to pay an animal subsidy of 10,000\$ to the same.

—The May receipts of sugar and cotton at Pernambuco were as follows: 1882 1881

 1882
 1881

 Sugar.
 12,394 lags
 11,536 hags

 Cotton.
 115,783 sacks
 66,997 sacks

—The Diatio do Gram Paral says that the minister of war owes about 100,000\$\(\text{in the proximes of Paral for supplies farnished to the garrisons, etc. To every appeal for payment the reply invariably comes, "the appropriation is exhausted;" and the delts remain unusual.

—A severe storm of wind and hall visited the municipality of Hapetininga, São Paulo, on the 20th ultimo. The damages are reputed to have been every great through the destruction to the plantation crops by the hail. Some houses were blown

—The report of the Amazon Navigation Co. shows that the total revenue of the past year, 1881, uas 1,846,6588905, against 1,391,7678349 during the preceding year. The company may have a fleet of 25 steamers, with an aggregate tomage of

—The Gazeta of Piracicala, São Paulo, says that Dr. Octaviano Percira Mendes is negotiating for the extablishment of a paper mill at Salto, near bui, for manufacturing minting paper. Should the negotiations result successfully, this will be the first establishment of the kind in Brazil. At last reports the capital was nearly all subscribed.

—The penal colony of Fernando de Noronda has a population of 1,683 criminals, of which 685 are condemned for life. The colony also contains 36 female prisoners. Of the total number 1,047 nere sentenced for murder, 24 for counterfeiting, 43 forrobhery, 185 for theft, 298 for diverse crimes, and 82 of unrecorded or auknown crimes.

—Among the rarious items of business dispatched by the president of Sān Panlo on the folk inst, were petitions from six mercantile houses of Santossking for the restitution of export duties on coffee illegally collected from them, under the 10 per cent, adhitional tax. The aggregate amount asked for is 26,1178339. The petitions were referred to the provincial treasury for information.

—The Minicipis, of Casa Branea, São Paulo, of the 11th inst., relates that a young man named Gabriel Candido Ribeiro was assessinated at São João da Boa Vista, near Caldas, some 15 days before. He was on his way to the village of Finhal, and was shot through the head from an ambush. His hody was hidden in a woods where it remained undiscovered for several days.

—The contract between the municipal council of Campos and Messrs Aires, Carrelho & Oliveira for the electric lighting of that city, specifies that the contractors shall receive the sam of 20,000\$\pm\$ per annum for the public illumination of the streets and squares, and that a reduction of 5 per cent, shall be made in lighting all public establishments, hospitals, etc. The contract requires the inauguration of the service within a period of five months from the date of its celebration, the glh inst.

—An individual arrived at Pindamonhaugala from Barra do Pirnhy about the middle of last month, says the Tribuna do Norte, and fell ill with small pox. The municipal antharities at ence took measures to isolate the case by conveying the sick man to an old, long aliandoned tazzerota and by shutting off all communication with its vicinity. A physician took clurge of the case, but the madied on the and inst. At the hurial of the corpse tie men employed were drunk and failed to observe the requisite precautions, and now the peuple of the town are in a state of alarm over n threatened general outbreak of the disease.

-The comet has been seen in São Paulo with the naked eye.

The May receipts of the Rio Grande custom house amounted to 154,389\$149, and of the meet de remain 24,321\$478.

-The Impressa Itnana, Yth, Sãa Paulo, of the 18th inst, says that the Plarros cotton factory at Salto is now partially in operation.

—The expenses of the city of Porto Alegre, Rio Grande do Sal, for the ensuing year, are estimated at 152,971 \$\$43, and of the city of Rio Grande 92,764\$959.

—The Parlista junuals are protesting against the purpose of the Chamber of Deputies in about the defeated candidate from the 4th district, ex Minister Paula Sonza.

—The Diaria do Gram-Parri says that the province of Amazonas has a halance of \$18,911\$221 in its treasury, of which 711,329\$826 is in cash. In such case, why not reduce taxation just a little?

—The prurince of Riu Grande is the fortunate possessor of a place called "Padre Eterno," The name, hurerer, was no protection to pour John Weiss, a German schonlinaster, who was unreleved there on the 18th wit.

—The province of Rio Grande do Sul has a total public indebtedness of 3.767,8098691, of which 3.595,7448561 is consolidated and 1.490.455\$130 libraring. The debt has been increased by 460, 295\$201 during the past year.

—The São Paulo purincial government has celchrated a contract with Engineer Roykieriez for the construction of a bridge over the Rio Paulo, between S. Simão and Patataes, at a place called Maleiras, for the sum of \$1,5000\$.

—The contractors for the near from fence for the San Paulo public garden have seemed an extension of 3a days far the completion of the same because the Yigamen from foundry, where the fencing is making, has not been able to furnish it on time.

—In the name of the province of Rio Grande do Sul the Green de Prote (Egype potents) against the ennances published in the Green de Protein and Grande de Tende, of Rio de Janeim, whose plots were based upon the robbery of jeuels at S. Christovika.

—The Baxic Amazonar of Mandos notes the arrival there of a large quantity of rubber from the province of Matta Girsson. The rubber was gathered and prepared for market on the Bio Benh, one of the tributaries of the Rio Tanajas, and masshipped down these rivers in canoes.

—On the 11th inst, the superintendent of the Morra Vellor gold mines emancipated all the remaining slares of the S. João d'El-Rey company, numbering 28 in all. This final act of the company in this question of slareholding by an English enterprise will be a source of much gratification to its

—The May receipts of the Pernamburo customs and rerenne departments, as compared with the two preceding years, nervas follows:

| 1882 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 | 1880 |

—The reguldican club of San Paulo has crased the name of Alfono Celso Juntor from its list of members, and formulates the principle that there is no difference between reguldicanism in practice and reguldicanism in theory. We fear our Paulista briends are jest a little too hard on the young man. They can not expect wheat in the milk to make good floor.

—The Moreanth of Porta Alegre says that in \$86 the province of Rio Grande was divided into \$8c monorar, with seven judges, seven juddie proscentos, and ten or turche municipal judices, all of which required a public expenditure of only ahout 26,000\$, Now, the province prosesses a superior count with seven decembrigation, thirty-three public prosecutors, and farty judicial districts with as many municipal justices and their sub-titutes, all of which requires an annual expenditure of 253,400\$.

—The province of Rio Grande do Sal encourages small farming by authorizing every municipality to impose an export tax of

100 ii hulkal rice;
120 ii So liters beons;
60 ii corn and peas;
40 ii patatoes; etc.

Under such a system of taxation, which reaches every thing taxable and permits the imposition of three separate taxes—municipal, provincial and general—upon many of them, it is probable that small industries will have a surprising growth?

—The may receipts of the Urnguayana custom huuse amounted to 53,8738039.

-The expenditures of the Rin Grande provincial government for the ensuing year are estimated at 2,725,726\\$379, and the receipts the same.

-11p to the 4th inst, the provincial treasury of Geyaz had expended 200,994\$548 and eddected 158,2585362 for the present year, leaving a deficit of 52,323 for.

—The May receive intures from Paraná shou that the customs receipts amounted to 25,070\$208, the mean de rendar 22,169\$717, and the Paranagui culto from 3.317\$208.

—The linkens in Guyar are still causing a great der of trouble. Frequent attacks are made on the fourtier settlements, and sometimes with wounds and has of life to the settlers.

-The provincial assimbly of Riu Granie has authorized ten full lotteries for the ensuing year, whose net results are to be divided among thirty chinelins and charitable institutions.

—The May exports of mate from the province of Parana amounted to 1.284,868 kilos, against 0.090-723 during the same mouth of last year. The total quantity was shipped for Buenos Aires, Vontecideo and Valuarano.

A Santos jury discharged Sr. Joho da Silva Olivira Pinto un the 19th inst. from a charge of assaulting an alderman. Sr. Teiseira, during a session of the municipal cauncil. A procession of over jou citizens accompanied the accused to his resilience after the verliet had been reindered. Plat's the lost item of must that we have chronicled from Santos in a long time. We have nothing to say about Alderman Teiseura or any after individual alderman, but the genus alderman needs frequent and rigorous castigation in order takeep him under discipline so that quiet people can lare in his picinity.

—The Journal do Recife of the 7th inst, motes the departure of the guidron Vjórsan, a for the Ruccas islands the day hefore, and sars that she carries orders to the engineer charged with the construction of the Ruccas lighthnines to discontinue the erection of the rora structure hought from Europe, and to build a mooden structure in its place. The engineer has been engaged for orer a year on this work, and the total expenditure amounts to urer 100,000%, all of which is throun away. The change of plan is occasioned by a discovery in the lighthnass human that iron is not suitable for the locality, mong to the distributive effects of the Ruccas salt air. It is stated that the iron structure will he taken domn, reshipped, and erected at Cape S, Agastinho.

RAILROAD NOTES

-The May receipts of the Carangola railway amounted to 33,402\$700.

—It is thought that the Petropolis railway will be tendy for use sometime next Navember or December,

—The first locumative of the S. Carlas do Pinhal railway was mounted and ready for use on the 13th instant.

The government is being criticised in parliament for its action in the concession of the Espirita

ment in its account at Santa railu ay.

—The Correle Paulistasm of the 17th inst. says that the Paulista company has ardered Westinghouse air brakes for all its passenger curs.

—The March recents of the Bahia ao S. Francisco" railway amounted to 40.0538749 and the expenditures to 47.5465090, leaving a deficit of 67.008509.

—The April receipts of the "Recife a S. Francisco" (allowy amounted to rot.923\frac{2}66 c and the expenditures to 46.76\frac{2}{3}93\text{, leating a surplus of 53\text{3}157\text{5}757\text{.}

—The government has granted a concession to Jisé Rodriques Litte Imbineiru for a traininay from a point in Engenho Navo to the railway shaps station of the Dom Pedro II line. The concession is for to years.

The April singlas receipts of the Yuana railway of São Paulo amounted to 10,1065620, and of its branch line to 11,1045570, making totals for the four manths of the current year of 31,1325770 and 41,9855702 respectively.

four menths of the current year of 34,1327,70 unit 44,9887920 respectively.

—The Paulista railmay company of São Paula has presented plans for approvad to the president of that praymee for a hande of their line from the Louriena station to Ratiha. The length of the proiected line is 48.4 kilometers.

jected line is 18.4 kilometers.

"The April receipts of the Paulista railway, of São Paulo, amounted to 259,013/610, and the expenditures to 60,77247/50, leaving a surplus of 199,140/866a. This increases the surplus to 60,037/7995 since the 1st of January.

1000,9375905 since the 1st of january.

—The Purpetinga railway directors have asked the proriodial government of Minas Geraes for permission to reduce their freights on alimentary products, in conformity with the reductions made on the D. Pedro II and Leopoldina lines.

—The receipts of the Yieana railway, São Paulo, during the first times— e chis prair amounted to 74.716\$178 mill the expectiones in \$4.01\$60, and expended 68.741\$400 and expended 35.857\$140 during the same priod.

—The February receipts of the São Paulo railway amounted to 212,355520, and the expenditures to mp.my5430. Jeaning a surplus of 103,3585300. The line was districted thring the latter part of the mouth by landshides in the mountains above rains.

—An accident accurred at the top of the third in lace on the shit Peda rathray on the Solt Insta, coised by the heak can jumping the track. The shock frightened many of the passengers, who jumped from the windows of the cars. The accident caused no serious damage.

—The reported recall of Dr. Honorio Bicalho from Entupe to assume direction of the Dom Pedro H railmay fortunately turns out untrue. Dr Bicalho's beare of absence has been extended three months, and the present efficient director of the line, Dr. Herendano V. Penna, remains undisturboil in its management.

—The private railinay of the Barao de Nora Friburgo is now open from Cantagallo to Battad on the Rin Paralyla, the last section between the stations of Larangeiras and Battad long opened a few days since. At Battad or Pedras the line will connect with the Santo Antonia de Paular road, when the latter is extended, thus affording an all-rail line to S. Fidelis and an inland route to Campos.

—The Corvio Parallistano of the 20th inst, is informed that the president of Sao Pathi is about to carry into execution the lan authorizing a contract for the extension of the Someaham railway from Bacactava in Happtininga by way of Tatahy. The lane authorizes the president to guarantee 6 per cent, on a maximum capital of Sao,000\$ for a period of ten years. It is said that a call will be bessed for proposals.

—The municipal countil of Nazareth, Pernambaes, has made a contract with the Great Western of Brazil Railway Company, Limited, for the construction of a branch from that dity to a place called Casseara on the foundary line of the remarks of fundatha. The council promises to grant all the tarons authorized by the public roads have of tSAS and to use its good offices in securing lavous from the general and purfucial gateriments. The contract was signed May 28th. To confine this has to 1 imbailta, the municipal council of that place also celebrated a contract with the same company on the 2nd or 3rd inst, under the same continious. Through this motionent the people of Timbailian nill scene the continuation of the Linnorm road into their own municipality.

RIUER PLATE ITEMS.

— $\Lambda_{\rm H}$ collition of counterless that hundred peso bills is in excellation.

—A prominent authority on grain says, we shall export not less than 50,000 tons of maize this year. The price paid at the chaeras is \$33 currency.

—If Brazil prorotes a war with us, who give her no grounds, there will be no native and foreign population, but all will be Argentines for that fight, —One steamship line will ship not less than

—One steamship line will ship not less than 30,000 tons of maze this season, and more than double this amount will go forward as the result of the year's crop.

—When Uruguay marties, it will be into the family of the Argentine Republic and not Brazil, and we abrise the latter to gradually become accustomed in that thoughts of the strong all the consists of the strong and the strong and the strong what the operate of

—The following data show what the receipts of some of the enstorn homes were in the month of May wile: Rosaria, \$1.231,939,38; Concordia \$4.62,975,17; Gualeguay, \$6.18,078,50; San Nicolas, \$1.87,47.

—The moduction of peanuts in the republic is increasing on a large scale. Various vessels representing 1,400 tous have been chartered lately for Europe; to this me can add the steamers that take continually 400 to 600 bags.

—On the occasion of the arrival of the first Spanish until steamer, the Firstler, its agents in this city have eletermined to give a grand lunch on board to the minister of Spain and a select number of leading Spanish merchants.

—From Mr. G. Printzenskold's circular dated, Rosarin, June the 1st, we take the following exports since the 35th of April 12—10,497 dry ox and cow lides, 2-23 b wrod, 138 is sherrskins, 73 h hair, 196 do sandries, 590 brgs bran, 723 bags maire, 304 bars coppier, 284 bars silver, 1-256 pack alloy, 1,800 doles hay, 6,000 ox bark, 305 bars tin, 37 baxes fruits, 8 h goat skins, 7 cases nax, 2 b

-The President will soon scad a message to Congress, recommending a subsidy to a direct line of steamers from the United States to the River Plate, the sum recommended is said to be \$fts. 100,000 per анпин.

-On Monday at 5.30 p. m. the Pilcomovo and Tallies auchored opposite San Fernando, on their return from the upper Parand, where they went on a scientific expedition, and Commander Perex and a scientific expendition, the self Parfit landed yester y and will shortly pre-cut a lengthy report of eir interesting expedition to the government.

Some fine the state of the dipublished a sharp criticism upon one is used a sufficient by mea-people from the law on a read from delay in obtaining trials. To take an A gentine page official by miss replies by tideoling describing an expendic payer replies by tideoling describing an expense the Herriti inhalges in a little organization and hominen, as

We take it for grante lour colleague is honest in doubt of the sext e chaig We should have been so, hal we not known the truth of what we have charged. Dr. Pizzarro, when minister of justice, could not credit what we said until he visited the pissous and examined certain records and met, face to face, a prisoner

who had had for years languished without trial.

If the Constitucion if will go out to the Penite tiary, and look up the records of one Ross, it will learn that he was after two years acquitted, but nearitinat ac was after two years acquitted, but was forgotten, and kept there two years and some months after acquittel.

Does our colleague tomewher another case we noted a few months ago in which after 5 years' imprisonment it was found that the accused was beyond all question upocent.

imprisonment it was found that the accessed was beyond all question moment.

Nieves I habito de Dats is the name of an unfortunate women who is dying in one of the cells at the Polic v_i and who exam a be removed to the hospital, because, for sood, sele is awaiting the action of the cells, in 'and agestanding case.

United States of month Baker found a young a transfer with 1 it lengther found a young transfer with 1 it lengther the month for contrast.

United States training taker round a group man in prison with the lovest ten months forgotten, without trial and wahout a standow in proof or probability of guilt, and fee when his distracted parents had been advertisely in valu.

Rev. Dean Dillon Gond a number of prisoners

out at Mercedes who had been long in prison without trial, and some cirl not know with what

they were charged.

If our 'hyperbolical' colleague will impaire at legativa in this city, it will-flud a large the British supply of 'Hyperbole Britannica,' as Her Majesty's

supply of "Hypermote Britannica," as Her Majesty's minister has been quietly, investigating crosses of impresumment of British subjects without trial. There are scores of persons in Argentine prisons who have been there years without sentence of law.

It has taken eight months' hard work with a good lawyer to help to get at the first witness, who has heen ready to testify all the time, in a case so trivial and simple that the Judge said it should never have reached him at all; meantime, the accused has been all these months in prison and he is there now.

The captain of the port, not the present one, ordered several men to pison—hecause the pre-decessors of these men had robbed a lighter without hearing, trial or warrant, and they renained in prisons for weeks, and when the fact was made public the official said it was a¹¹ a mistake and the men were let out.

United States Minister Osborne is pressing a

elaim against the Argentine government, because an American family were put into prison, and, after a while, turned oat, without warrant or trial.

If KI Constitutional will call on Minister Plaza,

it may learn that the foreign office has some im-portant bills to settle for various over-indulgences

portant units to settle for various over-manageness in false imprisonments. We have not time to multiply instances with which we could fill columns the truth of which we know and which show a degree of carelessness, begins and conclusations ingredible. and altogether

we know and which show a degree of carciessness, lasity and cruelty almost inerchible, and altogether disgraceful to any civilized people.

'(It would seem to be a pretty clear case after all I The Heald has our compliments for his vigurous style of argument—Ed, NEWS.)

THE ELECTRIC LIGHT.

In view of the hesitation of the government in granting patent privileges to two of the best electric light systems known, the following report of the practical employment and advantages of one of them will be specially interesting. While the rest of the world is moving ahead in these malters, Brazil is absolutely shutting her doors against the inventions and depriving her people of the benefits growing out of their use. This exclusion is really of much less importance to the inventors than to Brazil, for the profits

which they might derive from a few sales are comparatively small heside the benefits which their use would confer upon the cities and industries of the country. The following slatement, which is from the columns of the Manchester Guardian, is based upon the actual employment of the electric light in one of the most important industrial establishments in England, and is therefore entitled to the highest credit.

It is getting almost too late in the day to speak of the auceus of the electric light—that was identificated beyond question at the Crystal Palace Exhibition. It remains, bowever, for the light to to be put to the jurposes of every-day life. An im-portant stem in this disording has been approximated to portant step in this direction has been taken be Messis, Mather and Platt, of the Saifool Iron works, where, for the first time in England the Edison system has been applied to the practical purps, se of alluminating the offices and we lish up. The electricity is induced from two dynamo-electric machines, each of 60-light power, and driven by a small single cylinder engine of six nominal horse pawer. The conductors are carried from the dynamos, which are placed on the ground floor, through two workshops containing all kinds of engine tools, fitters' benches, &c., and through a suite of offices and draughtsmen's rooms. At present the workshops have 81 lamps in a circuit, and the offices 55; making a total of 134. The lamps, which, as already stated, are of the Edison type, cansist of a thin filament of carbon hermetical ly scaled into a glass globe, shaped, for the most part, like a pear, from which the air is afterwards exhausted. As regards the dotability of these lamps, they have been tested to 1,000 hours, but taking 500 hours as the minimum, which is the awerage length of time per annum during which lights are used in mills and workshops, the lamps would thus last mie year. The cost of renewal is would thus last mie year. The cost of renewal is triffing. The character of the light is that of a white and coal, and is entirely free from the mipleasam have glace of the electric are as well as the painful fluctuations due to the defective feeding apparatus and the want of homogeneity in the earlions barned. Naminally the lamps used at manned. Nominally the lamps used at Mather and Platt's are of 16-candle Messers. Mather and Platt's are of 16-eandle power, but the light has many advantages over an ordinary give jet of that power. It is absolutely stearly a matter of great consequence where work of a delicate nature like that of the draughtsman has to be done, whilst to the mechanic or the spinner the matter is of hardly less consequence. The lamps are attached to flexible brackets, and the kman can detach them at pleasure, and use them for the purpose of giving light to any part of his work. Each light can be turned off or on by a tap similar to the ordinary gas tap. There is no danger of fire or of accidents to workpeople under the Edison system. Owing to the extremely low resistance to the electric current, the conducting wires may be held in the hand with impunity, and wires may be near in the mand with impiniting, and in each lamp-holder is placed a safety wire, which melts at a low temperature, and breaks the current should the lamp from any accidental cause he raised to an abnormal state of incandescence. The most to an abnormal state of meanuescence. This most pleasing example of electric lighting is to be seen in Messrs. Mather and Platt's offices, which are illuminated by means of single jets and chandeliers. A soft and steady light, unten more pleasant to the eye than that given by gas, is diffused over the rooms, and no smell and little or no heat is pro-duced. We believe Messrs. Mather and Platt are duced. satisfied with the partial application of the Edis substitute with the partial approximation of the Emison light that they intend to adopt the system through act their extensive works, where apwards of 1,000 lights are required.—Manchister Guardian.

LOCAL NOTES

-The departure of the Halley for New York has seen pastponed to the 25th.

-The Carris Urhanos tramway company has inid a track into the warehouses of the Docas D. Pedro II where cuffee will now be embarked directly from the freight truns.

-Brazil contains 521 termos with and 422 commarcas with district judges In 1881.82 the amount appropriated for the adminis tration of justice per se was 2,647,275\$711.

-We have received from the well known teacher Dr. Abilio Cesar Borges, now known under the less familiar name of Barão de Macahubas, a copy in pumplilet of his discourse before the recent international teacher's congress at Buenos Aires.

Mr. Alfredo Montanha Martins de Pinho and one other have petitioned the minister of agriculture for a privilege for a process for taking the barst on of kerosene. The petition has been referred to the procurador da corba, soberania e fixedida nacional for an opinion.

-The first Cassino hall of the season took place assembly rooms on the 20th inst

-The list of candidates for the municipal council of this city is now nearly filled. twenty candidates for each office. There are about

-The general municipal elections will take place throughout the empire on the 1st proximo, They will be the first under the eleteral reform law.

The most actively prosecuted and best paying nofessing now in the city is that of house breaking. It is fully protected, and seems to have the cordial assistance of the police.

-A new American steamer for the Pacific service, the Queen of the Pacific is expected to arrive from New York at any moment. She will call here for coal and then leave without delay for the Pacific.

-The government has approved the statutes of the cuttal usure at Pojnea, Bahia, with modifications. The capital is fixed at 300,000\$ in 300 shares of 1,000\$ each, which can be increased to 500,000\$ by a two thirds vote of the shareholders,

-By an imperial decree of the 17th inst. the goverament concedes to the department of empire a extraordinary credit of 20,000,000\$ for the payment of expenses connected with the scent in the northern provinces from 1876 to 1878.

-By an imperial letter of the 17th inst. William Van Vleek Lidgerwood, of the Littgerwood Manu-facturing Company, was appointed a commentador in the Order of the Rose, inconsideration of services indered to the late national industrial exhibition.

The Polytechnie School is still discussing erial navigation, and has relievated its recorded adhesion to Jelius Caesar's patent deplex automatic balloon. Probably a new vote was made necessary by the public indifference about those Caesarian alms haves scattered about the streets.

-A well-known thief, José Antonio Lopes, captured on the 21st inst. red-handed, having hroken into a room in Rua Theophilo Ottoni, and When brought to stolen various articles of value. When brough that he knows nothing ab nt the affair, and a sympathetic jury will discharge him.

-By imperial letters of the 17th instant a number of orders and decorations were distributed among those who took part in the recent national exposition. In the Order of the Rose to persons de commendadors, 19 officials, and 17 Major Girard of the fire brigade at cavaliers. Buenos Aires was made a commembator.

-An imperial decree of the 10th inst. elevates the capital for a central usine guaranteed to Snts. decree of March 14, from 500,000\$ to 700,000\$ It is stipulated that the usine shall have a conneity for crashing 300 metrical tons of sugar cane per day, and a minimum production of 1,800 metrical tons of sugar during a season of 100 days.

-A telegram from Pernambueo on the 21st inst eports a riot at the Santa Izabel theatre the evening before, which was provoked by the police. On the following day there were demonstrations against the police delegado, and demands for his dismissal. The president of the province was undecided, but the delegado solved the difficulty by offering his

-We are indebted to the directory of the Clab de Engenharia for an invitation to attend the sessions of the national railway congress to be opened on the 30th inst. The congress will be held in the on the 30th inst. on the 30th mst. The congress will be held in the Typographia Nacional, and promises to be one of the most important industrial assemblies ever con-vened in Brazil. It originated with the Club itself and has therefore no connection with the government

-A great disaster occured at Montevideo on the night of the occasion of the obsequies given by the Garibaldi masonic lodge in homage to the memory of General Caribaldi. An immense crowd of people were present on the occasion. During the ceremonies a lamp was overturned and s eried "fire!" A panic immediately ensued, result-ing in the death of twenty persons and in wounds to about one hundred more.

-An imperial decree of the 17th inst. confirm the legislative grant to the department of empire supplementary credit of 683,713\$533, to meet deficits in the appropriations for that department for the year 1881.82. The items are 193,64\$\$161 for Senators' salaries, 65,0675490 for administra-tion of Senate, 271,548\$387 for Deputies' salaries, 96,745\$262 for administration of Chamber, and 96,745\$262 for administration of Chamber, and 56,707\$233 for the provincial presidencies. It is now beginning to be understood how the receipts and expenditures in the budget of 1881-82 were so mysteriously balanced.

-The leave of absence of Dr. Honorio Bicalho, inspector of public works, has been extended three

-Three steamers are now on their way out from New York to this port-the Mangerton, India and Mercer.

-According to the army supply bill for the coming year the effective force of the regular army is fixed at 13,500 men.

-After an absence of over thirty years Dr. R. H. Gunning has returned hame per the Muskeline, which sailed on the 19th inst.

-To assist the Anglo Brazilian Times at "the supreme moment of victory," and to answer one of the ablest lawyers in Brazil, the opponents of the Botanical Garden company have employed the services of Dr. Alberto de Carvalho.

-O Norte is the title of a new weekly newspaper just started at Parallylia do Norte, as the organ the "Club Litterario a Recreativo." The new journal is to be devoted to literature, amusements, commerce and news, and makes a fair start in them

-An electric signal for marking the hour of mid-—An electric signal for marking the hour of mid-day was imaginated on the Onvidor on the roth inst. by Messrs. Ferdinand Rodde & Co. The time is announced from the observatory and is indicated by the failing of a time ball and the discharge of a small gun.

-The new French minister at this court, Comte Amelot de Chaillou, previously minister at Buenos Aires, arrived the 13th inst. on the French packet Congo. He has been resident a long time at Buenos Aires, and brings away with him the high esteem and good wishes of all.

-The steamship Ceylon, on a cruise around the world, is now due at this port and may be expected at any moment. She left Sonthampton October 27, 1881, and is now homeward bound. She 27, 1881, and is now nomerous pecially is of 2,110 tons register, and is fitted up specially for these annual around the world excursions. will stop here about four days, and her excursion-ist passengers should receive a cordial reception.

-It would seem from various publicações a pedialo in the Fornal do Commercio that the numerous residents of Copacabana are unwilling to have any other outlet than through an expensive tunnel. The next thing Copacahana will want will be a first class accean steamship line, and then a suspension bridge across to Jarujuba. Fishing communities like that of Copacabana are novelties.

-On the 15th last, Senator Nunes Gonçalves addressed an interpellation to the government for information about a native evangelical church whose pastor has lately gained notoriest through the insune belief that he is divinely inspired and that God has ordered him to send away his wife and to The latter offense, it seems to us, take another. is more suitable to a police court than a council of ministers and the Senate.

-We have received two pamphlet discussions upon the new contract for the supply of gas to this ity, the one entitled Vurhis Considerações sobre o Novo Contrato de Illuminação a Guz desta Cidade, and the other Refutação ds Varias Considerações, etc. This long-pending question has been a fruit-ful theme of discussion and seems to be no nearer settlement now than at the outset. It is in reality little less than a mere clashing of selfish interest between which the public is likely to suffer most,

-Our Platine contemporary, the Buenos Aires Herald, astonishes us with the warlike declaration that if Brazil goes to war with the Argentine Republic there will be no natives and foreigners, but "all will be Argentines in that fight." That's bumptious talk, colleague; just a little too bumptious for a tious talk, colleague; just a little too bumphous or sakeet which talks so much about peace! All we have to say in the matter is that if the Herald carries on his warlike intentions literally, there'll he a very badly pied forn on our southern frontier one of these days—and it wont belong on this side either!

-The history and present standing of the republican party was the subject of an eloquent speech by Dr. Francisco Rangel Pestana in the São Paulo provincial assembly on the 13th of March last, The speech has since been republished in pamph-let from the press of the *Provincia de São Paulo*, of which journal Dr. Pestana is one of the editors. Those who care to study this question of republicanism in Brazil will find much of interest in this pamphlet of one of the acknowledged leaders of that party in São l'aulo.

-The Globo of the 14th was filled with shame because the transport Madeira, freighted with powder, etc., for Matto Grosso, did not sail as announced on the morning of that day. It was announced on the morning of that day. It was discovered after firing up that her boilers were in such a state as to compel a postponement of the departure. The minister of marine then went on departure. The minister of marine their was unable board to see what the matter was, but was unable to find the commander. And this occurred, the Globo says, in the presence of the American and British men of war now anchored in port. CUSTOMS RECEIPTS: 1860 AAD 1880.

The Dirit de Santos of the 18th inst. gives the following interesting comparison between the customs receipts at the tweaty-one custom houses of Brazil in the years 1860 and 1850, as an illustration of their growth in the period of twenty years. The receipts are given in round numbers, and include the iluties on imports and exports, and the various other commercial taxes collected by the customs officials. The receipts for the two years

were as ionoway		
place	1860	1880
Rio de laneiro	18,466,0005	42,0111,000\$
l'ernambuco	6,564,000	9,500,000
Bahia	5,049,000	9,500,000
Pard	1,337,000	5,500,000
Santos	524,000	5,200,000
Maranhio	1,160,000	2,5110,000
Rio Crande ilo Snl	1,487,000	2,500,000
Porto Alegre	342,000	1,500,000
Ceará	384,000	1,300,000
Alagôas	190,000	500,000
Santa Catharina	74,000	400,000
Urnguayana	181,000	300,000
Paraliyba	270,000	280,000
Aracajù	99,000	200,000
Albuquerque	41,000	200,000
Manáos*	_	200,000
Paranagua	142,000	160,000
Parnahyba	63,000	100,000
Rio Grande do Norte.		100,000
l'encdo*		80,000
Espirito Santo		60,000

From The Ceylon Observer, April 22 THE COFFEE CROP OF 1882-83.

* Created since 1860

1

Coffee in Ceylon has surely fallen on evil days Coffee in Ceylon has surely fallen on evil day-when the owner of an estate on which he wishes to raise a loan deems it necessary to pratest that his property is not a coffee estate! We have known crises worse than this, however. During one of them a European gentleman travelling through the country occasionally met natives who told him piteous tales of their distress. In reply to his question as to the cause of their misfortune, the ubifent answer came: "Akas! sir, I am the owner of a coffee estate!" The gentleman who used to tell this story was himself the owner of very extensive coffee property in Ceylon, the prospects of which at one time seemed good enough to justify him in conte ime scened good enough to justify him in building a costly English mansion. But the time came when he also was compelled to say: "Alas! I own (or did own) coffee property!" Several times own (or dil own) coffee property !! Several times now, in the period since the real commencement of the enterprise on a large scale in 1837, we have seen mutations in which owners of collac property from being envied as the most fortunate of mer came to be pitied as the most unfortunate. It seems only the other day when a late bank manager in Colombo said that the hanks would have to sue to the planters to accept advances of money, and we em now to have reached the very depths of deprese-cm now to have reached the very depths of depression. When up country recently, we heard of thee visiting agents meeting in Kantly, comparing notes and offering to take bets with all comers that Ceylon in season 1882-3 would not export 250,000 ewt. of coffee. The visiting agents in question suddenly and mysteriously disappeared, and on the night following and ever since three holdful owls have hanned the valley in which the mountain capital is distanted awayening the midniful echoes to the situated, awakening the midnight echoes to the sounds of No. 1. Hoot!

11 2. Hoot! toot! 11 3. Hoot! awa!

", 3. Hoot! awa!

There can be no doubt, however, that repeated attacks of leaf-disease, aided by grub, have deprived the coffee bushes of much of their stamina, and, the coffee bashes of much of their stamina, and, without going the length of believing that the export of 1882-83 will be less than one fourth of the maximum attained in 1869, we fear that on many estates there will be "a beggarly array of empty boxes," and that, notwithstanding very wonderful exceptional cases of profuse blossom, expected to result in humper crops, the entire outturn will be deployable short. But for the fact that we have seen deplotably short. But for the fact that we have so frequently seen the pendulum take the opposite swing, to use Mr. Robert Tytler's favourite metaswing, to use air. Robert Typer's layout membership hur, we should almost despair of the older species of coffee. But it will probably be found that "there is life in the old one yet," and that by the time the railway reaches Uva (via Nanuoya, for the Ham-hantota scheme is a mere deluvion and a snare, worthy of the enemies instead of the friends of Uva) possessors of eoffee estates will again be dec

From the N. 1' Commercial Bulletin, May FARM PROPERTY IN THE UNITED STATES.

Some interesting statistics are presented in a recent census halletin, touching the number and comparative size of farms in the various strates and territories of the United States, which, had they been accompanied with figures on accorage, products or similar information, might have been of more use than in their present shape. As it is, however, not a few facts are clicited which deserve attention. In number of farms, Illinois heads the list, being followed in close succession by Ohio, New York, Missouri and Pennsylvania. The actual number of the list, heavy considerable states at the time of farms in the larger agricultural states at the time of the last census and for the two previous decades were as follows:

		1990	2070	1000
	Calilornia	354934	23,724	18,710
	Dakota	17,435	1,720	123
	Illinois	255,741	20L, So3	143.3111
	Indiana	194,013	161,280	131,820
	Iowa	185,351	116,292	61,163
	Kansas	185,501	38,202	10,400
	Kentucky	100,453	118,442	90,814
۱	Michigan	154, au8	98,786	62,422
١	Mississippi	IOL,772	68,023	42,840
	Missoni	215.575	148,328	92,792
1	New York	241,058	216,253	196,900
J	North Carolina	157,009	03,505	75,203
1	Ohio	247,189	195.953	179,889
ı	l'enn-ylvania		174,041	156,357
	Virginia		73,849	92,60
	Wisconsin	134,322	1112,1)04	69,279
	Trincolaini Tritteri	5.75		

As the statement from which these fi As the statement from which these against accompiled does not include acreage, not reliable estimate can be formed as to the increase in that respect; but the number of farms is, to a certain extent, a criterion of the combition of the agricultural classes. The largest increase in number during the past ten years has been in Kansas. Iowa, Missouri and North Catolina also show very considerable culargements. By far the greater majority of the ferms range form 20 to 500 acres, the greater proportion included in such a range being from 100 to 500 acres. The number containing 1,000 acres and over is limited, and is largest in California, where the number of individual farms is canoning where the name consequently small. This is also the case in Dakota, Nebraska, Wisconsin and a few other northern states, where farming is conducted on an immense scale. In the southern states of Louisiana, Misscale. In the southern states of Louisland, aris-ssippi and North Carrilma, there are comparatively many farms of Loui acres and over. Some idea of the prosperity of the farining closes may be formed when it is understood that almost two thirds of the farms in most of the states are occupied by the owners, and of the remaining third a goal propor-tion are let at fixed rentals; while a still larger share non are let at fixed rentals; while a still larger share are worked on shares. As a rule, the properties that are accupied by their conners are larger than those occupied by individuals paying either fixed money rentals or shares of the produce.

THE INDIAN TARIFF.

THE INDIENT THEFF.

All imports now enter Imlia free of du , with the fewest possibile exceptions. As sait is an anopoly from which government derives a large revenue, of course it is necessary to levy on imported sait a duty equivalent to the lacal e cise. The price of sait, however, has been lowered from 20 to 30 per cent in the recent changes, and the cost of this condinent to most of the inhabitants of India is now so moderate that the monapoly, while yielding an important abbitton to the resources of the state, is startedly felt by commers. Of course the entire abolition of the sait duty is as desirable in Imba as the absolition of the said and it is most conveniently and with least hardship obtained by moderate taxes on grating the provided, and it is most conveniently and with least hardship obtained by moderate taxes on articles largely used. Opium, for the same rea-on, is hardship outlined by noncente axes bit attraction hardship outlined. Option, for the same reason, is liable to a duty, when not covered by a government passy of R24 per seer of So tolas. The duties on alcohole luquors, being luxuries, are retained at I anna (6 cents) per imperral gallon of ale, her and porter. Champagne and other sparkling wines are charged R2-8 (R2.50) per gallon; liqueus R4; 6 quart bottles being there as here counted a gallon, although the reputer as here counted a guiton, actioning the reputation of quart hottles. Other than spatishing wints are charged R1-S (R1,50 per gallom while spirits pay R4 per imperial gallon, with increase as the strength exceeds London proof. For political reasons, import duties are charged on arms, am-

exported yields a revenue too large to be at preent spared. Rice, husked or unhusked, is charged a milorur duty on export of 3 annas (14 cents) per Indian manual of 82 2/7 lbs, avoirdupois weight This is equivalent to 11 cents per bushel. So that the total of limlian export and Ceylon inport duties on rice and paddy are as follows:—

Rich:—Indian export duty.... 11 cents. Ceylon import do. 29 o Total..... 40 cents. l'Auny:-- Indian export duty... It cents t'eylon import do... 13 o Total.... 24 cents.

Of course, the consumer pays a certain per-rentage over and above the amount of duty; for even at the present low puress of gram, the percentage by which the cost is enhanced by the united duties, is not a heavy one. Ceylon could not also bish her import duties in Cylon could and abolish her import duties or grain without about about almilishing the local grain titles, the only tax on hand which the natives pay. At present this is impossible, nor indeed is the time favourable for suggesting the giving my of any somere of revenies, however small. But we trust the day may arrive, for which Sir Win. Gregory so arilently lunged, when Colombia can be made largely a free port. Harborn dues on a fair scale must be levial to reinhurse government for the large expenditure on our grainl and useful breakwater. But import duties will, ultimately, un idealit, be levied only on grain, alcoholic drinks, tobacco, optium, blang, arms and amunimition, salt, and a few more articles. At present the customs form our most publific source of tevenie, and works are yet prolific source of revenue, and works are yet needed which must be taken in hand and finished, before we seriously contemplate followthe example set us in India.

ing the example set us in India. We have based our calculation of 11 cents per bushel as the Indian charge, on the average weight of 65 lb. alrained here against 82 lb. for the Indian manual. A gentleman of large experience to whom we referred the question proportion of Ceylon bushel to Indian manni

wrote thins:-
"We usually calculate on 2½ husbels (1 bag) a heing equal in two mannds, and, I hushel should (as nearly as possible) equal 05/3/5 lbs of rice (as nearly as possible) equal to 3.5 his direct but rice differs in weight according to its age and quality. However, I think that 0.5 2/5 lb, to a bashed will be near enough for what you require, some bags of rice, which are called 2 manuals, nole of measures and sometimes more in excess of 21/2 husbels."

COMMERCIAL

EXCHANGE.

June 14.—The market continued firm, the lands thraving at 1.1% or Landau. Small transactions in private paper were effected at 21% at 9.1% or 1.4% at 1.4% at

in \$ mo, in [200 and in \$5.75 cash.]

June 16.—The rate of \$1.55 was to stay adopted officially by the hanks and the firmness in the number increased, the banks drawing on their hand offices at \$1.55 and \$1.55. The rates for private paper were \$1.110 and \$1.55. Soveregues sold at \$1.75 for cash.

sold at rrf for each.

June 37—The narket to-day remained in the sante position in yesterday, but later our there was more demand for provide paper which was negatiated at 24%, it repload 24%, or London and at 3, our Hamburg. Sowereigns closed at 14% posellers, it 87% buyers.

June 19—The market became less firm to day. The banks continued drawing at 21% but side not give any more on head office at above that rate. In private paper small transactions were effected at 24% and 21 reprior for London and at 43% on France. Sowereigns with at 14% to each 10 me 20—The banks retinued their rates socially our 33% and 10 me 20—The banks retinued their rates socially our 33% and 10 me 20—The banks retinued their rates socially our 33% and 16%.

SALES OF STOCKS AND SHARES.

SAIRS OF STOCKS AND SHAKES.	
June 13.	
	110 000
30 Miles de etimo	220 000 40 000
10	13 1/2 "to
	/2 No.
June 14. 10 Assiciação Commercial	150 000
10 Assiciação Commercial	70 °lı
60 Bu ilo	761/2 "to
200 do of May 23	751/2 "Nu
June 15.	
	9272 ⁴ [4
40 Hanco do Cumu ercio and serie (musid s.)	140 000
]ине т6.	
1 National Loan of 1868	295 000
5 Maçalié e Campos R.R	235 000
12 Garantia Insurance	150 000
50 Previdente Institute	19 000
10 Carris S. Christovia	375 000
6/10 Nietheroy Gas Company	46 vaa
19 Petrupulis R.R	170 000
100 Ducas D. Perlio H buyer's option till July 31	125 000
June 17.	
25 Banco Commercial	240 000
70 Carris Urhanos, till June 50	338 000
22 Integridade Insurance	75 000 75 ⁵¹ la
	/3 (e
June 19.	242 000
To Banco Industrial	50 000
50 Confiança Instrumence	150 000
13. Leonodelina ilelientitres	195 000
100 Banco Predial, hyp. notes, without int	75 %
100 Carris Urbanus (ontside sale)	240 000
June 20.	
	1,0f1 000
100 Carris Urbanos	243 000 at 1 000
100 tlo	247 000
8 Minus de l'agapava, sene A	45 000
250 Banco do Brazil hypoth. n.	92 / 1 q
June 81.	
140 Binco Predial	178 000
60 Banen do Commercio	272 000 18 000
20 Previdente Insurance	18 000
to dit	50 000
go Carris Urbanos	243 000
20 do	245 000
100 the for delivery in August	240 000
17 Carus S. Ultristovio	3711 000
52 Petropolis R. R.	172 000 196 000
40 Leopoldina debennies	76 %
26 Pamere do Brazil hypoth motes (16c)	921/2 170
20 Banco ilo Commercio [o. 8]	222 000
18 - Banco Predial do	138 000
June 22.	
100 Tanco do Brazil	290 000
100 Banen Predial	1 to 000
30 Rateo do Commercia ast serie	222 000 140 000
20 the 2nd serie	75 000
200 Boganical Garden R R	185 000
er Carangola R R	180 cca
100 Banco Predial, hyp, notes without int	75 %
52 do	751/2 %
16 LD F F F B F 18 D F	

MARKET REPORT.

Rio de Janeiro, June 2516, 1882. Exports.

Coffee,-Our last report was on the (4th instant. Since

Coffeen—Our last repost vector the tight instant. Since them conversely prices have remained unchanged and a reschange is also matheted, the sterling cost of coffee to day's the same as on the tight. Though prices in contaming centres have not improved, a fair demand has preveited in our market thring the period mater review, but the business dime is not extensive owing to the poor resormant of the stock, caused by the further decrease in the receipts which, during the last a days, have averaged only 6,300 bigs per day against 8,371 largs per day drams, the preceding to day drams, the preceding to day. This decrease in the receipts is, in our opinion, to attailistate level a nearest of coffee than to the low prices railing here at present and to a desire on the part of plantest up first by the puriod-of-confederable reduction in the freight mainfor the 11 Pedor I trailived.

antion in the 11 Fearon IT annived.

The salestine the right instancional to 89,240 hags, siz: 59,880 brgs for United States
21,850 ... Europe
4,60 ... Capte of Good Hupe
2,910 ... Usewhere

89,240 bags. and the total sales sface the 1st instant amount to 176,790 bags viz: 717.670 bags for United States 45,000 a Europe 4,600 a Cape of Good Hope 8,600 p Elsewhere so here counted a gallon, although the "regulate quart lottles" certainly it on turn out!

After the above had been written we received the Gazette containing documents shewing that the introduction of coffee from Ceylon into the important colony of Rémino (arice in Bourbon) had been forbidden. Whether Ceylon coffee can stami this additional blow is a solenn question, but equally curious is the problem as to coffee in Rémino (if really it is cultivated thereto any extent) having excaped a leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and leaf fungus which has spread over the Eastern worlds and the Pacific, not even sparing Réunion's next allowable for the cottons and which leaf fungus which leaf fungus which leaf fungus which leaf fungus which least pread the leaf fungus which leaf fungus which least pread the leaf fungus which least pread the 176,790 bags.
 Ballimore Am bgn Abbe
 4,575

 New York Br str Heimion
 74,910

 do (Poica 27,158
 | 1 | 40 | Folia | Fol

Receipts	since the 1st in 7,467 bags per da	stant have av			łąu iąu
against	8,833 (4 3,938 (4 7,275 (1) 5,582 (1)	same per. Ju	1550		іопор ріп Огокт
() ()	7,275 II 5,582 II		1879	1	Oroge dries
	4300 II		1877	ļ	GUALE
	Washed Superior Good first	4 220	- 6\$000 4 420	1	beef
	Washed	3 950 3 470 3 100	- 4 020 - 3 010 - 3 270 - 2 030		New
	Ordinary secon	d z 180	3 450		
		TO KHOS [ICI	cwt p	er lb.	
	nited States		5/10 2/2	9.94 cts	Calcu
5000 Cair to go Fair Cood Clus	od	3.700= 3	9/5 9/6 6/3	9-94 cts 9-14 8-75 8-55 7-84	UNITE
.O₩ 11		3,700= 3 2,700= 3	0/4	6.55	BALTE
(f. o. b.	ex freight and com r in American gold	mission, exch:	inge 21⅓ i	n sterling	AKAC
Stock i	s estimated to-day	yat 168,000	bags, not	very neli	Nort
assorted.		neports.			Terk Bar
Flou	r.—The arrivals si	nce our last re	port consis	t of	PERN.
	945 barrels per 200 bags per S	trabo, from R	irer Plate		Anto sno
The sa	es since same date nds to-day consists	amount to 7,8	78 barrels,	and stock	RANG
We qu	nte :			Į	PERN
	Trieste Richmond	23\$000- 1st 24 500- 211d 23 500-	25 000 24 000		PARA
	Enlimore Interior	211d 21 000 -	-23 750 -22 500		FOR
	St. Louis Castilla River Pla Chili	22 5.0 23 500			, or
	River Pla Chili	22 5.0 23 500 18 20 000- 18 000-	-21 000 -18 500		_
Marke				Mehane	
referred t	n Pine—ille a n in out last, have have been no firt	been sold at 40	\$500 per d	ozen.	_
Marke	r firm.				shn A
The p	te Pine—No a ne in stare has be	en sold atabor	nt 118 reis ;	per foot.	shp lik C bk J
Marke	dish Pine—N Innchanged				bk J. shp bk O bk A bk Y
We qu	ote 40\$500-41\$50	oo per dozen la orrivals	st sales.		bk Y
Marke	t unehanged.				hg A bk i shp shp
Braz	ile at 36\$000 per il 1. —Artivals :				ship
	600 hags per Dio.	Pedro fram i ako 11	River Plan do	c	lik A
Prices	unchanged. note a≸zoo perbag				lik A bk C bk I lug shp bk I
Indi	an Corn⊸i\r	rivals from Ri	er Plate:		
	200	s per Cango Don Po-	leo.		lign lign
	Br#	Strabe Maskelj	ne		ligii ligii shp lik
Mark	et firm and prices			oo per bag	hig bk (bgn bk
	799 casks pe et unchanged.	r Carigne from	n Havre		bgn bk
Weq	uote:				3hp
	German 6	5007\$500 5006 B00			ship ship ship bk ling ling
Cod	French 7 fishArricals:	5008 000			lng bg bk
118	cases per l'alfor	miso from Han from Lisbo	burg		bg l
100		rom New York	ε.	mption the	lug
market	continues firm and	retail prices are	naintaine	d iii 26≸000	sch
Ros	oo for prime qualit ii n. – No amirals.				ing
Mark	et unchanged at 9 pentineNo:	arrivals.	er barrel.		j
Wer	uote 560—530 reis r.—Arrivals :	per kilo.			bgn bgn bg
61	cases and 25 barr	els per l'alpar	i <i>iso</i> from I	Jamburg.	bk
Wei	quote : Bass (Hilers & l	fell) 7\$300	-7\$600		hos
	Tennent Guiness' Stout	4 500 7 200	5 000 7 300		bgi bgi bk
	German, Carlsb do Cavall	erg 7 200			bk
	do Smidr	y branuls 5 000	6 500		bk bk bk lik li2 bg
	tter. Arrivals: 15 cases per l'alfa	nusofrom Ha	nbnrg	Loren	bk lik
1,5	32 cases and 130 ba	from New Yo	rk		
1,6	go cases and 50 ba	rreis per Fainj	AF ITOILI FEA		bk
	quote: euch, in barrels.		So-1\$020	per lb.	pol bg po bg bg
D	anish ii				bg po
1t	alian,		80-1 050) 11	bg bg
	do in harreis		850 860 640 65	0 ,,	bg
We	roseneNoa quote 6\$400 per c	rnvals . ise for Devoc's	Brilliant t	o arrive.	po
	rd-No aminals. the spot the quota				po po po po po bg bg
(le					110
1	ld ha token to or	TINE.			bg
less w Co Prie	ould be taken to at a.ls.—Arrivals: 7 es nominal. a.y.—No arrivals	TINE.			t, bg

SHIPPING NEWS.

ARRIVALS OF FUREIGN l'ESSELS.
7UNE 13
HAVIN--Its Ing Casigne: 180 tons; Green; 3rdes sundries to
G. Potey Rébert & 160.
BAHA--Port -bp. Havinana F1; 1,578 tons; Santos: 14ds;
salit to João José das Reis & 100.
7UNE 14.
Care Town--Itb p. Silver Cioud; 154 tons; Lachian; 3t ds;
ballast to Norton Megaw & Co.
PAYSANDE--Sp pg. Chanib; 183 tons; Celpi; 42 ds; jerked
berf to Comp. Pastoni Agricola.

UNE 17.—It lik Linjel P_i , 980 lans; Graceas 62 dat saltpeter; leakey; bound for Falmouth.

ONE 20. ONE 30.

Nor by Colleger, 219 tons; Domhuet 43 ds: sun-Mortero Bregge & Irmão.

JAVE 21.

DAY—Ge bgn Mary; 170 tons: Junge; 48 dv. jerked
A. Wagner.

SETLE—Be lik Spanker; 471 tons; Mitchell; 70 ds.
Plorita & Tavolani.

EPARTURES OF FOREIGN VESSELS.

YUNK 13.

(TA.—Br ship Rinlin; 1,485 tons; Henderson; bal lest, YUNK 14.

1) STATES—Br bk Knitnik; 893 tons; Uphan; ballast, YUNK 15.

(UNK 15.

10:—No bgn Aller; 313 tons; Binson; coffee, 10:—Nor bgn Allerf; 186 tons; Petersen; ballast,

tu—Nor bgn Allert. 190 tons; Petersen; Danasti.
IUNE 17.
BERP DUST.—Nor bg Viking; 289 tons; Limiting; bll'u.
IUNE 18.
Batasus—Am bis Saruh A. Shaples; 466 tons; lett. ballaxi.
anucco—Port bk. Anida; 265 tons; Montinhor sim-NA-Nor bg Marin Augusta; 174 tons; Eriksen;

ies. TUNE 21.

08—Br bk. Nor Wester; 554 tons; Whinny; ballast.

08—Br bk. Nor Wester; 554 tons; Whinny; ballast.

08—Comp. Sp. bg. Chuitho; 189 tons; Gelpi, jerked beef.

AGUA'—Sp. bg. Peptsk; 141 tons; Alsine; sandries.

IGN SAILING VESSELS IN THE PORT OF

NAME	TONNAGE	ENTERED	WHERE FROM	CONSIGNER
AMERICAN p Deiroit	230	pril30 C	ardiff	Wilson Sons & Co To order E. Pecher & C.
J.H. Ingersoll	608	24	osario	E. Pecher & C. Messignies Mar.
D Ivanliee	1616 660	30 1	ori Perie.	I I doe Paie & C
AMERICAN p Detroit Crusader J.H. Ingersoll p Ivanhoe O. Thurlow Alternarle Yamoyilea	425 J 487	itine 8 1	Richmond. Baltimore.	Phinns Bros & Co. 1
Mindora	1031	April16	reenock	Wilon Saw & Co. B. Wirlon & De C' B. Wirlon & Co. B. Wirlan & Co. B. Wirlon &
qi Choice	1212	May 19	.ardiff	Royal Mail Wilson Sons & Co.
Aircola	21.0	6	Yew York.	F. Clemente & Co
k Dimmerdale.	385	16	ondon	A. Moss & Co.
ng Tymron an M of Marine	1024	22	Cardiff	Norion Megaw &C
k Lady Germule	1082	24	Greenock Cardifi	Dom Pedro H RR
gu Stirling	347	115	Liverpool	For repairs
ди Ансе Афг пр Аlgонцинс	1234	27	Liverpool	Rin Gas & C.
k C. Gladstone k Rhorta	1251	27	Cardiff	Wilson Sons & Co
ig Litz	190	27	New York Sunderland	Fiorita & Tavolara.
gn Valeru	408	29	Britismick	To order F. Clemente & Co.
lip St. George.	1198	29	Cardiff	D Pedro II RR.
hμ Curleu hμ Importer	1547	June 7	Cardiff	D. Pedni H RR.
k British Army	1289	10	Cardiff St. Mary	Mc Culloch Beeche
ig Cazique	. 180	13	Havre	Potey Rubert & Co
k Spanker	471	21	New Castle	Fiorita & Tavolara
by Spanker DANISH of M. Augusta. chr Odin ug Bogense puttch chr Geerije trausan	. 171	May 28	Westerwick	Harrwig Will'n &C
chr Odin	170	fune 3	Carlshinan Carlshann	Hartwig Will'n &C Hartwig W'n & Co l'o orden
DUTCH	1	May 5		
TALIAN	131			
sk Luigi P	980	June 7	Genoa Iquique	F. Crestn & Co For repairs
GERMAN ogn Clara ogn Maria og G. Erdwin ok Ernst ogn Mary	100	April o	Paveandi	Vn'zi, C'pos & O'ra
ogn Maria	133	May 29	Rosano	Vn'ri, C'pos & O'ra A. Wagner l'hipps Bros. & Co
og G. Erdwiii ok Ernst	664	Inne 6	Rangoon.	Vu'zi, C'pos & O'ra A. Wagner. l'hipps Bros. & Co To order A. Wagner
		June21	Gualeguay	
NORWEGIAN		Maria	Aia	C. Vincenzi O. & Cs
ogn Kapeilit	. 186	May 18	Aja Liverpool. Answerp. Cette Westerwice Leith Leith	P.S. Nicolson & C
ok Euxiius ok Grant	. 425	28	Cette	. Ilerla Cotrini & Co.
bgn Susanne	184	29	Leith	li Itamann & C.
bk Anna	277	30	Leith	. Watson Ritchie &C Hartwig W'n & Co
bk Forto	. 699	June 4	Cardiff	. To order
lık Vidar lız Carl Haastei	L 881	June 4	Portland.	C. Vincenzi O. & Cs. P. S. Nicolson & C. F. Schow & C. F. Schow & C. Ilerla Cotrin & Co. Il famann & C. To order. Watson Ritchie & C. Harnwig W'n & Co. To order II. N. Dreyfus For repairs Monteiro Braga & I
bg Collega	219			1
norwegian Nordsjeme oga Expelit ok Eaxinus ok Grant ben Sissanne ok Svanen ok Anna ok Cato ok Ferto ok Ferto ok Ferto ok Ferto ok Grant ok Cato ok Ferto ok Grant ok Cato ok Grant ok Cato ok Ferto ok ok Ferto ok Ferto ok Ferto ok Ferto ok Ferto ok Ferto ok Ferto ok	791	June	Sunderlan	ad Miledekarkenn C C Preitas & Miranda, I N. Vincenzi U. N. deVincenzi & S. Hime & Zenha Fraisa & Hime & Zenha Fraisa & Miranda C Tana traños con Sunta Iraños & Os Sunta Iraños & C G Ned Vincenzis & Comp. Agricola. Frais Iraños & C L Romaguera. C Sunta Iraños & C L Romaguera. L Romaguera D L Romaguera D Homaguera D H
pol Isidra	. 194	Mar	Mont'vide B, Avres	J. N. Vincenzi
bg Joven Mign	el 312	2	B. Ayres.	. G.N deVincenzi & S Hime & Zenha
poi Laureano bgn Victoria	143	April :	B. Ayres	Freitas & Miranda
sexussiii soli sidara	re 190	1.	Ajó	J Romaguera
bg Diana	242	2	Mont'ride	o Souza Irmão & Co G NdeVincenzi&F
bgn Camagnay	1 17	May	Paysandi	Comp. Agricola.
pol Antonio Mi pol Joven Gabi	iel 201	10	l Ayres	1. Romaguera.
pol Enrique	a. 18	3 1	Paysandi Paysandi	S. Hime & Zenha
ben P. Turnill	19	Inne 3	B. Ayres.	J. Romaguera.
ban Antonieta	17	9 1	B. Ayres	J N de Vincenzi&F
bgn Antoniera.) 1	Onacegua	1. 1 cum ex minanda.
bg Ties Herni				
bg Ties Herni	27	Mar 2	Brunswick	k. To order
bg Ties Herni	27 .08 20	Mar 2 Aprila	Brunswick B. Ayres Brunswick	L. To order Alex. Wagner.
bg Ties Herni	27 .08 20 on 91	Mar 2 7 April2 5 May 1	Brunswich B. Ayres Brunswich Salt Islan	t. To order Atex. Wagner. k. To order. d. M. d'Oliveira & C I'o order João José dos Reis

Sailing, Versels !

Stoumers;	Sailing Vessels :
ondon 40 herpool 30 -40 ntweep 25 -30 amburg 30 avre fr. 30 ordeants fr. 56 larscilles fr. 50	Channel f. 0

FREIGHTS:

—The shipping arrivals entering over the Rio Graude bur during April amounted to a total of 57 versels; of which 33 were from domestic ports and 24 from foreign ports. The departures were 80, of which 50 were for domestic ports, and 30 for foreign ports.

ARRIVALS OF FOREIGN STEAMERS.

3TAC	NAME	WHERE FROM	CONSIGNED TO
nne 13	Valparaiso Gr	Hamhurg*23d	Ed. Johnston & C
n 13	Condillera Br	Valpaniiso* 24	WilsonSons & Co
13	Belgrano Fr	Havre* 20	A. Lenba & Co.
	Congo Fr	River Plate 5d	Messageries Mar.
11 13	Kolii Gr	Santos 24h	Brandes & Co.
11 14	Horrox Blg	London" 29d	Norton M'w & C
ii 14	Ponca Br	New York* 39	Wilson Sons & C
14	Sud America It	River Plate 7	Fiorita & T.
14	Dom Pedro Fr	do 71/2	A. Leuba & Co
14	Mondego Br	Santos 21h	Royal Mail
15	Neva Br	Southain'ton*21d	do
15	Sirius Br	Liverpool* 29d	Norton M'w & C
15	Strabo	River Plate 6	l do
16	Pampa Fi	Havre* 21d	A. Leuba & Co.
16	Mosca Fr	St. Nazaire* 35d	do
17	Maskelyne Br	River Plate 51/2	Norton M'w & C
18	Poiton Fr	Marseilles* 26	Karl Valais & Co
18	Hamburg Gr	River Plate 8	Ed. Johnston & C
11 19	Rio Piara It	Genoa® 31	Fiorita & T
11 20	L'Italia It	do 27	d2
11 20	Frithjof Nor	Angra dos R' 10h	Souza Irmão & C

	DEPARTURES OF FOREIGN STEAMERS										
DATE		NAME	от зявни	CARGO							
fune	13 14 14 15 15	Paranagua Gr Glenapp Br Koln Gr Cordillera Br Mondego Br Congo Fr Dona Pedro Fr Memnon Br	Hamburg* N:w York* Breinen* Liverpool* Southampton* Bordeaux* Havre* New York*	Coffee Coffee Coffee Sundries Sundries Sundries Sundries Coffee							
	15 16 16 17 18 19 19	Horrox Blg Valparaiso Gr Strabo Br Belgrano Fr Neva Br Pampa Fr Maskelyne Br Poitou Fr Mosca Fr	River Plate Santos London* Santos River Plate River Plate Southampton* River Plate do	Sundries Sundries Sundries Sundries Sundries Sundries Sundries Sundries Ballast							
	19 20 20 20 21	Rio Plata 1t Hamburg Gr Ponca Br Sirius Bi L'Italia It Iling at intermedia	do Hamburg* New York Santos River Plate	Sundries Coffee do Sundries Sundries							

—A telegram received on the aist instant from Pernamius coadvises that the Am. ling. Giorge Pendedy went ashore at Maracajan on the 14th matant, jett-usoned 1,500 bags, coffee, discharged 1,500 bags, got off, releaded the discharged cargo and was ready to proceed on the voyage on the 20th. The George Pendedy shaded from No De Jaurier for Indiameter May 3, with cargo of 10,103 bags coffee.

GOVERNMENT BONDS

EMISSION	CIRCULATION	DENOMINATION			INTEREST	NOMINAL VALUE	QUOTATION	
		General	Apolice	, curre	тсу	6 %c	1,073\$000	1,061\$000
		0.0	0	16			800 000	
		11	0	11			600 000	1,050 000
	335,397,100\$000		0			- 0	500 000	11
39,069,100\$000	3351397,1002000	10	0	11		10	400 000	1.5
		- 11	0			10	200 000	"
				.,		5 %	1,000 000	82 %
		1			*********	,,,,	600 000	
2,151,600 000	1,990,400 000	1 2	- 11				400 000	, ii
119,600 000	119,600 000	0				4 %	1,000 000	1
		- 11		- 11		- 11	000 000	
7,489,500 000	5,267,000 000	Provinci	al apolic	es of R	io de Janeiro	6 %	500 000	103 9
2,722,000 000	2,722,600 000		- 1				200 000	
21,600,000 000	16,582,000 000	Nationa	Loan o	f 1868,	gold		1,000 000	1, 295\$000
8,400,000 000	7,300,000 000	11			.,	- 11	500 000	- 0
44,820,000 000		Nationa	Loan	f 1870.	gold	41/2 070	1,000 000	1,150\$00
7,065,000 000	50,235,000 000	1	"	"	"······		500 000	0
	BANKS	ANI	PI	ĴВI	IC CO	MPAN	IES	

44,820,000 7,065,000	000	50,23	5,000 00	Nat	ional Loan of 1879, gald	41/2 %	1,000 500	000	150\$000
	-	BA	NKS	Al	ND PUBLIC COL	MPANII	ES		
	95 32	8	H	5			1.AST	LAST E	IVIDEND
CAPITAL.	MARKS	TANK I	VALUE	r.y.n	NAMES	RESERVE FUND	QUOTA-	AM T	PAID
	-			All	Banks Banan da Bradil	8,754,213\$981	2001000	10\$000	Jan. 1882
33,000,000 8,000,000	165,000	All	200	All	Banco do Brazil	2,118,943 088	285 000	10 000	Jan. 1882
12,000,000	40,000 60,000	25,0110	200	All	Commercial do Rio de Janeiro	1,102,841 857	240 000	9 000	Jan. 1882
£ 1,000,000 6,000,000	50,000	All		6 10	English (limited)	575,000 000	140 000	8 sli 8 ooo	Jan. 1882 Jan. 1882
6,000,000	30,000	All 5.000	200	All	Viercantil de Santos	220,414 250	240 000	10 010	Jan. 1882
4,000,000	20,000	10,000	200	Aii	Banco Predial	229,414 259 12,325 336 £ 165,000	138 000	5 500	Tan. 1882
£ 1,000,000	50,000	All	£ 20	6 10	English (limited) Industrial e Mercamill Mercantil de Santos Banco Prellial New London and Brazilian	€ 165,000		8 ono	Oct. 1881
12,000,000\$	60,000	15,00n	200	2110\$	RAILWAYS	517,253 013		8 000	Jan. 1882
1,000,000\$	5,000	All	2001	All	Detropolis	83,730 470 103,795 128	172 000	5 500	Jan. 1882
7,500,000	37,500	14,380	2110	250\$	Macahe e Campus do do debentures Paulista	_	95 "40	614 %	interest
15,000,000	75.000	25,000	200	All	Paulista	258,691 200			June. 1880
4,010,000	20,000	All	200	All	Paulista. Sorocahana do debentures do do do	= /	100 000	60.	interest
-	-	- 1	=	100%	do do		901/2 °/0 78 °/0 196 000	60/0	interest
2,400,000	12,000	All	200	All	Leopoklina	81,320 279	196 000	7,000	July. 1881
_	- 1		-11	2003	do preferred ob	-	25 000	6,2 %	interest
2,000,000	10,000	All All	200		Nietheroyense		Nom		
600,000	3,300 53,375	30,000	200	All	S. Paulo e Rio de Janeiro	_	165 000	-	July 1881
10,005,000	33,3,3	-	_	- 1	do do with right to subsid. slis.	_	185 000	-	-
	- 1	~~ All	200	All	do do subsidiary shares	34,600 000	Nom.	6!4° o	Feb. 1881
31000,000	15,000	11,605	200	All	União Valenciana	-	160 000	14 ∞ 6½ ″ u	Dec. 1881
310001000	- 13,000	-	200		do debentures	-	-	61/2 "lu	interest
		. 6 800	200\$	A 11	TRAMWAYS S. Christovão	232,482 677	370 000	13 000	July. 1881
4,000,000	20,000	16,500 All	2004	All	S. Christovão	_	185 000		
700,000	7,000	All	100	1004	S. Paulo	18,759 188	130 000		July. 1881
T 200 000	6,000	All	200	All	Pelotas	16,435 451	23 000	8 000	July. 1881
540,000 800,000	4,000	Ali 3,000	200	All	S. Luiz do Maranhão	_	20 000		
1,200,000	6,000	3,500	200	A 11	Porto Alegre	20,000 000	100 000		Jan. 1882
2,000,000	10,000	All	200	All	Villa Izabel	106,415 215	230 000		Jan. 1882
2,000,000	10,000	7,000	200	All	Villa Izabel	2,000 000	1 250		
1,200,000	10,000	All	2005	All	Bruxellas	_	19 000		
5,400,000	27,000	All	200		Carris urbanosdo debentures	17,981 663	245 000	6%	July 1881
_	-	- 1	- 1	500\$	TOLL ROADS	_	90 10	0 70	· ·
1,800,000	6,000	All	300\$	300.	Uniño e Industria	180,000 000	105.000	15 000	June 1879
180,000	1,800	All	100	All	Magé e Sapueaia	3		1	Į
	20,000	All	2005	Δ11	Brazileira de Navegação	507,423 78: 300,000 000	250 00	10 000	Jan. 188
4.000,000 600,000	3,000	All	200	160\$	Espirito Santo e Campos	300,000 000	85,000	6 000	Jan. 188:
200,000	1,000	912 3,168	200	110	Umno Nietheroyense	_	Nom		
640,000	3,200	3,168 All	200	All	Paulista	80.172 04	145 000	8 000	Jan. 188
£ 750,000		40,419	6 15	All	Amazon Steam Navigation	€ 50,000	160 00	9sh	July 188
150,000	750	-	200	1013	Fluv. do Espírito Santo (Ceará)	170,908 83	106 00	10 000	Oct. 188
2,000,000	3,000	All 1,778	200	All	Nacional de Navegação S. João da Barm e Campos	12,500 00	180 00	10 000	July 188
600,000					INSPRANCE				Ian. 188
8,000,000	8,000	4,000	3,0110	125	Fidelidade	225,000 co 313,179 28	E20 00	24 000	
3,000,000	3,000	All	1,000	100	Garantia	177,250 000	150 00	10 000	Jan. 188
2,500,000 800,000	2,500	All	1,000	250	Nova Permanente Nova Regeneração	180,123 76	32 00	11 250	lan' 188
500,000	300	All	1,1000	100	Nota Regeneração Conhança	.i 100.000 uc	50 00		Inn +80
4,000,000 8,000,000	40,000	20,100	200	50	luteondade	.1 250,000 00	0 75 00	4 000	Jan. 188
5,000,000	50,000	25,000	100	10	Previdente	134,209 00	0 20 00	0 2 400	Jan. 188
1,000,000	200	All	200	100	Alliança	184,426 74	0 20 00	0 5 000 0 15 "lop?	Jan. 188
4,000,000	20,000	10,000	200	20	MARKETS		1	's lope	7 100
500,000	2,300	All	200	All		. 70,000 00	0 40 00	0 1 600	Jan. 188 Dec. 187
200,000	1,000	All	200	All		900 00	0 3 00		Dec. 187
300,000	3,000	All	100		GAS COMPANIES	,			
£ 150,00	37,500	16,000	£ 20	Αľ	Rio de Janeiro		263 00		May 188
£ 750,000	7,500	All	£ 10	Al	Niciheroy		46 00	3 10	April 188
600,000		All	200	Al	Transportes Marit, de Sav	. 120,000 00	o 96 ac	0 4 500	Jan, 188
600,000	3,000	600	200	Al	ll Bonds Maritimos		110 00	o 6 001	Jan. 188
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Herschel			304

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Maskelyne	18th
	20th
Dalton	28th
To he Souhern F	Ports

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